

**Commonwealth of Massachusetts**  
**OFFICE FOR COMMONWEALTH DEVELOPMENT**

Mitt Romney, Governor ♦ Kerry Healey, Lt. Governor ♦ Douglas I. Foy, Secretary

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**DOUGLAS I. FOY TO STEP DOWN AS SECRETARY OF THE OFFICE FOR  
COMMONWEALTH DEVELOPMENT**

**BOSTON (February 21, 2006)** – Douglas I. Foy, appointed by Governor Mitt Romney as the state's first secretary of the Office for Commonwealth Development to bring together agencies responsible for housing, transportation, the environment and energy, today announced he would step down in March and make way for a successor.

"As the state's first Secretary of Commonwealth Development, Doug Foy has performed an invaluable service by creating a structure that integrates housing, transportation and environmental policy in a way that will benefit the Commonwealth for years to come. Even though he will no longer sit in my cabinet, I will continue to look to Doug for advice and counsel, and will always consider him a friend," said Romney.

"We've re-wired the state for more sensible growth and more housing through new zoning, created a new, rational system for distributing capital and other funding, resolved to fix our parks and roads and existing infrastructure, and planned a transportation future with projects like the Green Line," Foy said. "When we started these agencies didn't talk to each other, and now they do."

Foy, 59, was president of the environmental advocacy group the Conservation Law Foundation when Governor Romney appointed him to join the cabinet in January of 2003. The Office for Commonwealth Development coordinates the Executive Office of Transportation, the Executive Office of Environmental Affairs, the Department of Housing and Community Development and the Department of Energy Resources.

The creation of Commonwealth Development was a "bold innovation," Foy said in a letter to Governor Romney, expressing gratitude for the privilege of serving in his cabinet and launching the initiative. The success of the office would not have been possible without Governor Romney's vision and unwavering support, Foy said, allowing Commonwealth Development to build on its achievements and continue into the future.

The goals for the office included coordination of housing, transportation, environment and energy; encouraging zoning reform for greater housing construction in downtowns, town centers and near train stations; establishing new standards for energy efficiency and in climate policy; coordinating state capital funding; and establishing a long-range transportation plan.

As secretary, Foy accomplished many of those goals while creating a new system for distributing state funds to communities engaged in smart growth. He marshaled revitalization efforts in Pittsfield, Worcester, Northampton, Quincy, Lynn, Revere and Somerville. Dozens of smaller cities and towns took advantage of technical assistance and smart growth awards

to change their zoning for more compact, mixed-use, or transit-oriented development. Housing starts increased during his tenure, including the doubling of multi-family housing – a critical addition of supply to help moderate rapidly rising home prices.

Under Foy, the Office for Commonwealth Development:

- Established, with the state Legislature, Chapter 40R, which provides up to \$600,000 and \$3,000 per home to cities and towns that build housing on industrial land, in downtowns and town centers, or near transit; and Chapter 40S, which extends funding for educating school-age children who move into these districts.
- Committed to extend the Green Line through Somerville, predicated on development clustered around future stations; also the restoration of the Greenbush commuter rail line through the South Shore, and the addition of new station stops on the Fairmont commuter rail line.
- Started, with the state Legislature, the state’s first-ever program for transit-oriented development, with \$30 million for cities and towns planning for housing and mixed-use development around train stations. An example is Wonderland in Revere.
- Brought nearly \$5 billion in annual capital and operational spending among coordinated agencies into alignment with a smart growth agenda.
- Established Commonwealth Capital, which steers nearly \$500 million in annual state funding to cities and towns that engage in smart growth – zoning to allow mixed-use or accessory apartments, open space preservation or clustered development bylaws, for example. More than 210 cities and towns have filled out a scorecard to be prioritized for funding.
- Produced a 20-year long-range transportation plan, emphasizing transit and encouraging development along transportation corridors, including a key new commitment by the commonwealth to provide all non-federal funding for capital expansion, instead of the Massachusetts Bay Transportation Authority
- Implemented the “Fix it First” policy, which gives priority to the repair of existing infrastructure over the construction of any new roads
- Created the Department of Conservation and Recreation, with major changes in capital funding and operations responsibilities to free up \$200 million that DCR can spend on parks.
- Brought in the national Forest Stewardship Council to certify sustainable management practices for 500,000 acres of state forest land, and expanded private landowner management of natural areas.
- Created a new highway design manual that gives cities and towns more flexibility on road widths, design speeds, sidewalks, trees and bike paths, creating more attractive Main Streets for town centers
- Established the Climate Protection Plan to limit the commonwealth’s greenhouse gas emissions, with limits on mercury and three other pollution components for Massachusetts power plants, and worked towards new standards on energy efficiency in appliances, automobiles and buildings.

A majority of cities and towns has participated in Commonwealth Capital. Several cities and towns are seeking establishment of the smart growth districts under Chapter 40R and Chapter 40S. Nearly 20 have received the Governor's Smart Growth Leadership Awards, and 150 have used over \$2 million in smart growth grants and \$2 million in Priority Development Fund planning assistance grants. Many others have taken advantage of technical assistance and the Smart Growth Toolkit, which lists 12 techniques for more sensible growth, such as legalizing accessory apartments, transfer of development rights, open space protection or cluster zoning.

The smart growth toolkit, information about transit-oriented development, smart-growth-related news from around the nation and a roster of smart growth projects and initiatives in Massachusetts are all on the agency's upgraded website at [www.mass.gov/ocd](http://www.mass.gov/ocd) - part of an ongoing education effort that included the smart growth summit in Worcester in September of 2005.

Foy said he was proud of being able to coordinate state agencies and to help cities and towns change zoning and realize their potential as traditional New England communities with a range of housing options and a sense of place. As secretary of the Office for Commonwealth Development, Foy said he was impressed with the caliber of people he encountered in state government, which has only added to his personal respect for public service.

A member of the 1968 US Olympic Rowing Team, graduate of Princeton University and Harvard Law School and a Churchill Scholar in geophysics at Cambridge University in England, Foy served for 25 years as president of the Conservation Law Foundation, bringing about the cleanup of Boston Harbor, protecting the Georges Bank fisheries and working to reduce power plant emissions. In 2005 he was named a winner of the Woodrow Wilson Award for Public Service, an honor recognizing distinction in public life.